

# Exhibit B



Argo Fine Imports

**TAC IMOLA****BALTIMORE ETA APRIL 8, 2022**

AFI PO	MASTER BOL	VENDOR / VESSEL	MARKS	QUANTITY	CRATES	PCS PER
15497ARBA-4	HSLM01QINBAL010	TAC IMOLA H2201				
		Container: HSLM01QINBAL010	50 Crates/Container			
		18.0 48X108 LUMBERCORE MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		2500	50	50
15626ARBA-1	HSLM01QINBAL011	TAC IMOLA H2201				
		Container: HSLM01QINBAL011	55 Crates/Container			
		18.0 48X108 LUMBERCORE MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		2750	55	50
15626ARBA-4	HSLM01QINBAL012	TAC IMOLA H2201				
		Container: HSLM01QINBAL012	110 Crates/Container			
		18.0 48X98 LUMBERCORE TPC MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		5500	110	50
15627ARBA-1	HSLM01QINBAL013	TAC IMOLA H2201				
		Container: HSLM01QINBAL013	55 Crates/Container			
		18.0 48X108 LUMBERCORE MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		2750	55	50
15976GRBA-2	HSLM01QINBAL018	TAC IMOLA H2201				
		Container: HSLM01QINBAL018	180 Crates/Container			
		18.0 48X96 LUMBERCORE TPC MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		9000	180	50
16387ARBA-1	HSLM01QINBAL014	TAC IMOLA H2201				
		Container: HSLM01QINBAL014	80 Crates/Container			
		18.0 48X108 LUMBERCORE MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		4000	80	50
16390ARBA-1	HSLM01QINBAL015	TAC IMOLA H2201				
		Container: HSLM01QINBAL015	110 Crates/Container			
		18.0 48X96 LUMBERCORE TPC MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		5500	110	50
16448ARBA-1	HSLM01QINBAL016	TAC IMOLA H2201				
		Container: HSLM01QINBAL016	200 Crates/Container			
		18.0 48X96 LUMBERCORE TPC MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		10000	200	50
16637ARBA-1	HSLM01QINBAL017	TAC IMOLA H2201				
		Container: HSLM01QINBAL017	37 Crates/Container			
		18.0 48X96 LUMBERCORE TPC MDF FACE/BACK CARB II / TSCA TITLE VI COMPLIANT		1850	37	50

4/4/2022 1:10:14 PM

Vessel List - TAC IMOLA H2201

877

1 of 1

## BILL OF LADING

Page 1.

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) **General Paramount Clause.**

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

(b) Trades where *Hague-Visby Rules* apply.

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part 11, Art. 148.

(4) **New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5) **Both-to-Bleme Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.

Shipper

JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

BILL OF LADING

BL

No.HSLM01QINBAL017

TO BE USED WITH CHARTER-PARTIES

Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee

ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

Notify address

EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel

TAC IMOLA H2201

Port of loading

QINGDAO,CHINA

Port of discharge

BALTIMORE

Shipper's description of goods

37CRATES

Gross weight  
56504 KGS

Measurement  
99.13 M3

ARGO FINE IMPORTS  
PO# 16637ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:

ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL THIRTY SEVEN CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated .....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading

days

hours.

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

**SHIPPED** at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.

Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

QINGDAO 2021.11.21 (青岛) 有限公司  
ZHENHUA INTERNATIONAL SHIPPING AGENCY  
(QINGDAO) CO.,LTD.

Number of original Bs/L  
THREE (3)

Signature

(1)  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER:LI SONG OF M/V TAC  
IMOLA

AS AGENT FOR THE CARRIER OF B/L TITLE

## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) **General Paramount Clause.**

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) Trades where *Hague-Visby Rules* apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part 11, Art. 148.

(4) **New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5) **Both-to-Bleme Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight, destination, etc., see overleaf.



Shipper

JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

**BILL OF LADING**  
No.HSLM01QINBAL016

BL

TO BE USED WITH CHARTER-PARTIES  
Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee

ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

Notify address

EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel	Port of loading
TAC IMOLA H2201	QINGDAO,CHINA

Port of discharge
BALTIMORE

Shipper's description of goods

200CRATES

Gross weight	Measurement
305417 KGS	535.82 CBM

ARGO FINE IMPORTS  
PO# 16448ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:

ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL TWO HUNDRED CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER PARTY dated .....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading                      days                      hours.

**SHIPPED** at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.

Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

Freight payable at

Number of original Bs/L  
THREE (3)

Place and date of issue  
QINGDAO 2021-11-22 (青島) 有限公司  
ZHENHUA INTERNATIONAL SHIPPING AGENCY  
(QINGDAO) CO.,LTD.

Signature  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER:LI SONG OF M/V TAC  
IMOLA

AS AGENT FOR THE CARRIER OF B/L TITLE

ORIGINAL

## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES  
CODE NAME: "CONGEN BILL"  
EDITION 1994  
ADOPTED BY  
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) Trades where *Hague-Visby Rules* apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

**(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

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**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Bleme Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.



Shipper

JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

BILL OF LADING

BL

No.HSLM01QINBAL015

TO BE USED WITH CHARTER-PARTIES

Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee

ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

ORIGINAL

Notify address

EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel

TAC IMOLA H2201

Port of loading

QINGDAO,CHINA

Port of discharge

BALTIMORE

Shipper's description of goods

110CRATES

Gross weight

167979 KGS

Measurement

294.7 M3

ARGO FINE IMPORTS  
PO# 16390ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:

ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL ONE HUNDRED AND TEN CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated .....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading

days

hours.

SHIPPED

at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.

Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

QINGDAO 2021年11月21日  
振华国际航运代理(青岛)有限公司  
ZHENHUA INTERNATIONAL SHIPPING AGENCY  
(QINGDAO) CO., LTD.

Number of original Bs/L  
THREE (3)

Signature (1)  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER LI SONG OF M/V TAC  
IMOLA

AS AGENT FOR THE CARRIER OF B/L TITLE

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.



## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES  
CODE NAME: "CONGEN BILL"  
EDITION 1994  
ADOPTED BY  
THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

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If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.

Shipper

JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

## BILL OF LADING

BL

No.HSLM01QINBAL014

TO BE USED WITH CHARTER-PARTIES

Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee

ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

ORIGINAL

Notify address

EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel

TAC IMOLA H2201

Port of loading

QINGDAO,CHINA

Port of discharge

BALTIMORE

Shipper's description of goods

80CRATES

Gross weight

135027 KGS

Measurement

241.12 M3

ARGO FINE IMPORTS  
PO# 16387ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:

ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL EIGHTY CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated .....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading

days

hours.

**SHIPPED** at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.

Weight, measure, quality, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading Indicated below all of this tenor and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by

Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84

By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

Freight payable at

Place and date of issue

QINGDAO 2021.11.21  
振华国际航运代理(青岛)有限公司  
ZHENHUA INTERNATIONAL SHIPPING AGENCY  
(QINGDAO) CO.,LTD.

Number of original Bs/L  
THREE (3)

Signature (1)  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER LI SONG OF M/V TAC  
IMOLA

AS AGENT FOR THE CARRIER OF B/L TITLE

## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) Trades where *Hague-Visby Rules* apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

**(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part 11, Art. 148.

**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Bleme Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.



Shipper

YANCHENG CREATIVE TRADING GROUP CO., LTD.  
ROOM NO. 5008~5013, NORTH BUILDING OF YANCHENG  
INVESTMENT VENTURE CENTRE, NO.5 RENMIN SOUTH  
ROAD, YANCHENG, JIANGSU, CHINA

## BILL OF LADING

BL

No. HSLM01QINBAL018

TO BE USED WITH CHARTER-PARTIES

Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee

ARGO FINE IMPORTS, LLC  
3045 RIDGELAKE DRIVE  
SUITE 316 METAIRIE LA, 70002  
PHONE : 985.327.6441 | FAX: 985.892.8985

Notify address

ARGO FINE IMPORTS, LLC  
3045 RIDGELAKE DRIVE  
SUITE 316 METAIRIE LA, 70002  
PHONE : 985.327.6441 | FAX: 985.892.8985

Vessel

TAC IMOLA H2201

Port of loading

QINGDAO PORT, CHINA

Port of discharge

BALTIMORE, MD, USA

Shipper's description of goods

180 CRATES

Gross weight

261000 KGS

Measurement

482.242 M3

C-TPAT# 17810543

PO # 15978GRBA

BALTIMORE MD USA

18MM 2440X1220

MDF FACED LUMBERCORE G2S

EPA TSCA TITLE VI COMPLIANT

CARB ATCM P2 COMPLIANT

\*THE PRODUCT IS EPA TSCA TITLE VI  
CERTIFIED. PRODUCTION COMPLIANT WITH PHASE 2  
EMISSION STANDARDS OF THE CALIFORNIA AIR  
RESOURCES BOARD, 17 CCR 93120.2(A) \*

REMARKS: 1 QUALITY, WEIGHT, PACKING AS  
SHIPPER.  
2. QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL ONE HUNDRED AND EIGHTY CRATES  
ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per

CHARTER PARTY dated .....

FREIGHT ADVANCE.

Received on account of freight:

Time used for loading

days

hours.

## SHIPPED

at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.

Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Freight payable at

Place and date of issue

QINGDAO, 2021-11-23

(1)

Number of original Bs/L  
THREE (3)

Signature  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER LI SONG OF M/V TAC  
IMOLA  
AS AGENT FOR THE CARRIER OF B/L TITLE

Printed and sold by

Fr. G. Knudtzons Bogtrykkeri A/S, 55 Toldbodgade, DK-1253

Copenhagen K,

Telefax +45 33 93 11 84

By authority of The Baltic and International Maritime Council  
(BIMCO), Copenhagen.

振华国际船务代理(青岛)有限公司  
ZHENHUA INTERNATIONAL SHIPPING AGENCY

(1)



## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

**(2) General Paramount Clause.**

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) Trades where *Hague-Visby Rules* apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

**(3) General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part 11, Art. 148.

**(4) New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

**(5) Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.

Shipper  
**JIANGSU HIGH HOPE ARSER CO LTD**  
**7F,HIGH HOPE MANSION,NO.91 BAIXIA**  
**RD,NANJING,CHINA**

**BILL OF LADING**  
**No.HSLM01QINBAL013**

TO BE USED WITH CHARTER-PARTIES  
 Reference No. HWS20211025JA...H DATED 27TH OCT  
 2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee  
**ARGO FINE IMPORTS, LLC**  
**68388 COMMERCIAL WAY NORTH**  
**MANDEVILLE, LA 70471**  
**PHONE: (985)327-6441**

Notify address  
**EXPEDITORS NEW ORLEANS**  
**201 ST. CHARLES AVE SUITE 4210**  
**NEW ORLEANS, LA 70170**  
**PHONE: (504)700-6350**  
**E-MAIL: ARGO@EXPEDITORS.COM\***

Vessel Port of loading  
**TAC IMOLA H2201 QINGDAO,CHINA**

Port of discharge  
**BALTIMORE**

Shipper's description of goods

**55CRATES**

Gross weight  
**92831 KGS**

Measurement  
**165.77 M3**

**ARGO FINE IMPORTS**  
**PO# 15627ARBA**  
**BALTIMORE,MD**  
**C-TPAT# 17810543**

**SPF LUMBER CORE**

**\*ALSO NOTIFY:**  
**ARGO FINE IMPORTS,LLC**  
**68388 COMMERCIAL WAY NORTH MANDEVILLE,LA**  
**70471**  
**PHONE:(504)828-0943**  
**FAX:(504)828-0946**  
**EMAIL:ARGO@ARGOFINEIMPORTS.COM**

**REMARKS:1 QUALITY,WEIGHT,PACKING AS**  
**SHIPPER.**  
**2.QUANTITY STOWAGE POSITION AS PER QINGDAO**  
**TALLY.**  
**3 CONDITIONS UNKNOWN.**

**SAY TOTAL FIFTY FIVE CRATES ONLY.**

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per  
 CHARTER PARTY dated .....

FREIGHT ADVANCE.  
 Received on account of freight:

Time used for loading days hours.

**SHIPPED** at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.  
 Weight, measure, quality, condition, contents and value unknown.  
 IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading Indicated below all of this tenor and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by  
 Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
 Copenhagen K,  
 Telefax +45 33 93 11 84  
 By authority of The Baltic and International Maritime Council  
 (BIMCO),Copenhagen.

Freight payable at

Place and date of issue  
**QINGDAO 2021.11.24**  
**振华国际船务代理(青岛)有限公司**  
**QINGDAO INTERNATIONAL SHIPPING AGENCY**  
**(QINGDAO) CO., LTD.**

(1)

Number of original Bs/L  
**THREE (3)**

Signature  
**AS AGENT FOR AND ON BEHALF OF**  
**THE MASTER:LI SONG OF M/V TAC**  
**IMOLA**  
**AS AGENT FOR THE CARRIER OF B/L TITLE**

**ORIGINAL**

## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) **General Paramount Clause.**

(a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.

(b) Trades where *Hague-Visby Rules* apply.

In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.

(c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

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(4) **New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5) **Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier.

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For particulars of cargo, freight, destination, etc., see overleaf.



Shipper  
JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

**BILL OF LADING**  
No.HSLM01QINBAL012

BL

TO BE USED WITH CHARTER-PARTIES  
Reference No. HWS20211025JA...H DATED 27TH OCT  
2021 & HWS20211025JK...L DATED 25TH OCT 2021

Consignee  
ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

Notify address  
EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel	Port of loading
TAC IMOLA H2201	QINGDAO,CHINA

Port of discharge  
BALTIMORE

Shipper's description of goods

110CRATES

Gross weight  
167984 KGS

Measurement  
294.71 M3

ARGO FINE IMPORTS  
PO# 15626ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:  
ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL ONE HUNDRED AND TEN CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER PARTY dated .....

FREIGHT ADVANCE.  
Received on account of freight:

Time used for loading days hours.

**SHIPPED** at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.

Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

Freight payable at

Place and date of issue  
QINGDAO 2021-11-21  
QINGDAO INTERNATIONAL SHIPPING AGENCY  
(QINGDAO) CO.,LTD.

Number of original Bs/L  
THREE (3)

Signature  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER:LI SONG OF M/V TAC  
IMOLA  
AS AGENT FOR THE CARRIER OF B/L TITLE

ORIGINAL



## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

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For particulars of cargo, freight, destination, etc., see overleaf.

Shipper  
JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

**BILL OF LADING** BL  
No.HSLM01QINBAL011

TO BE USED WITH CHARTER-PARTIES  
Reference No. HWS20211025JA...H DATED 27TH OCT  
2021&HWS20211025JK...L DATED 25TH OCT 2021

Consignee  
ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

**ORIGINAL**

Notify address  
EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel TAC IMOLA H2201	Port of loading QINGDAO,CHINA
---------------------------	----------------------------------

Port of discharge  
BALTIMORE

Shipper's description of goods

55CRATES

Gross weight 92831 KGS	Measurement 165.77 M3
---------------------------	--------------------------

ARGO FINE IMPORTS  
PO# 15625ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:  
ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL FIFTY FIVE CRATES ONLY.

(of which on deck at Shipper's risk; the Carrier not

being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER PARTY dated .....

FREIGHT ADVANCE.  
Received on account of freight:

Time used for loading days hours.

**SHIPPED** at the Port of Loading in apparent good order and condition on board the Vessel for carriage to the Port of Discharge or so near thereto as she may safely get the goods specified above.

Weight, measure, quality, condition, contents and value unknown. IN WITNESS whereof the Master or Agent of the said Vessel has signed the number of Bills of Lading Indicated below all of this tenor and date, any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

Freight payable at

Place and date of issue (青島) 有限公司  
QINGDAO 2021-11-22  
QINGDAO) CO.,LTD.  
SHIPPING AGENCY

Number of original Bs/L  
THREE (3)

Signature  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER LI SONG OF M/V TAC  
IMOLA  
AS AGENT FOR THE CARRIER OF B/L TITLE

## BILL OF LADING

Page 1

TO BE USED WITH CHARTER-PARTIES

CODE NAME: "CONGEN BILL"

EDITION 1994

ADOPTED BY

THE BALTIC AND INTERNATIONAL MARITIME COUNCIL (BIMCO)

### Conditions of Carriage

(1) All terms and conditions, liberties and exceptions of the Contract, dated as overleaf, including the Law and Arbitration Clause, are herewith incorporated.

(2) **General Paramount Clause.**

- (a) The Hague Rules contained in the International Convention for the Unification of certain rules relating to Bills of Lading, dated Brussels the 25th August 1924 as enacted in the country of shipment, shall apply to this Bill of Lading. When no such enactment is in force in the country of shipment, the corresponding legislation of the country of destination shall apply, but in respect of shipments to which no such enactments are compulsorily applicable, the terms of the said Convention shall apply.
- (b) Trades where *Hague-Visby Rules* apply.  
In trades where the International Brussels Convention 1924 as amended by the Protocol signed at Brussels on February 23rd 1968 - the Hague-Visby Rules - apply compulsorily, the provisions of the respective legislation shall apply to this Bill of Lading.
- (c) The Carrier shall in no case be responsible for loss of or damage to the cargo, howsoever arising prior to loading into and after discharge from the Vessel or while the cargo is in the charge of another Carrier, nor in respect of deck cargo or live animals.

(3) **General Average.**

General Average shall be adjusted, stated and settled according to York-Antwerp Rules 1994, or any subsequent modification thereof, in London unless another place is agreed in the Charter Party.

Cargo's contribution to General Average shall be paid to the Carrier even when such average is the result of a fault, neglect or error of the Master, Pilot or Crew. The Charterers, Shippers and Consignees expressly renounce the Belgian Commercial Code, Part 11, Art. 148.

(4) **New Jason Clause.**

In the event of accident, danger, damage or disaster before or after the commencement of the voyage, resulting from any cause whatsoever, whether due to negligence or not, for which, or for the consequence of which, the Carrier is not responsible, by statute, contract or otherwise, the cargo, shippers, consignees or the owners of the cargo shall contribute with the Carrier in General Average to the payment of any sacrifices, losses or expenses of a General Average nature that may be made or incurred and shall pay salvage and special charges incurred in respect of the cargo. If a salving vessel is owned or operated by the Carrier, salvage shall be paid for as fully as if the said salving vessel or vessels belonged to strangers. Such deposit as the Carrier, or his agents, may deem sufficient to cover the estimated contribution of the goods and any salvage and special charges thereon shall, if required, be made by the cargo, shippers, consignees or owners of the goods to the Carrier before delivery.

(5) **Both-to-Blame Collision Clause.**

If the Vessel comes into collision with another vessel as a result of the negligence of the other vessel and any act, neglect or default of the Master, Mariner, Pilot or the servants of the Carrier in the navigation or in the management of the Vessel, the owners of the cargo carried hereunder will indemnify the Carrier against all loss or liability to the other or non-carrying vessel or her owners in so far as such loss or liability represents loss of, or damage to, or any claim whatsoever of the owners of said cargo, paid or payable by the other or non-carrying vessel or her owners to the owners of said cargo and set-off, recouped or recovered by the other or non-carrying vessel or her owners as part of their claim against the carrying Vessel or the Carrier. The foregoing provisions shall also apply where the owners, operators or those in charge of any vessel or vessels or objects other than, or in addition to, the colliding vessels or objects are at fault in respect of a collision or contact.

For particulars of cargo, freight,  
destination, etc., see overleaf.



Shipper  
JIANGSU HIGH HOPE ARSER CO LTD  
7F,HIGH HOPE MANSION,NO.91 BAIXIA  
RD,NANJING,CHINA

**BILL OF LADING** BL  
No.HSLM01QINBAL010

TO BE USED WITH CHARTER-PARTIES  
Reference No.  
HWS20211025JA...H DATED 27TH OCT 2021  
HWS20211025JK...L DATED 25TH OCT 2021

Consignee  
ARGO FINE IMPORTS, LLC  
68388 COMMERCIAL WAY NORTH  
MANDEVILLE, LA 70471  
PHONE: (985)327-6441

**ORIGINAL**

Notify address  
EXPEDITORS NEW ORLEANS  
201 ST. CHARLES AVE SUITE 4210  
NEW ORLEANS, LA 70170  
PHONE: (504)700-6350  
E-MAIL: ARGO@EXPEDITORS.COM\*

Vessel Port of loading  
TAC IMOLA H2201 QINGDAO,CHINA

Port of discharge  
BALTIMORE

Shipper's description of goods

50CRATES

Gross weight  
84392 KGS

Measurement  
150.7 M3

ARGO FINE IMPORTS  
PO# 15497ARBA  
BALTIMORE,MD  
C-TPAT# 17810543

SPF LUMBER CORE

\*ALSO NOTIFY:  
ARGO FINE IMPORTS,LLC  
68388 COMMERCIAL WAY NORTH MANDEVILLE,LA  
70471  
PHONE:(504)828-0943  
FAX:(504)828-0946  
EMAIL:ARGO@ARGOFINEIMPORTS.COM

REMARKS:1 QUALITY,WEIGHT,PACKING AS  
SHIPPER.  
2.QUANTITY STOWAGE POSITION AS PER QINGDAO  
TALLY.  
3 CONDITIONS UNKNOWN.

SAY TOTAL FIFTY CRATES ONLY.  
(of which on deck at Shipper's risk; the Carrier not  
being responsible for loss or damage howsoever arising)

Freight payable as per  
CHARTER PARTY dated .....

FREIGHT ADVANCE.  
Received on account of freight:

Time used for loading days hours.

**SHIPPED** at the Port of Loading in apparent good order and  
condition on board the Vessel for carriage to the Port  
of Discharge or so near thereto as she may safely get the goods specified  
above.  
Weight, measure, quality, condition, contents and value unknown.  
IN WITNESS whereof the Master or Agent of the said Vessel has signed  
the number of Bills of Lading Indicated below all of this tenor and date,  
any one of which being accomplished the others shall be void.

FOR CONDITIONS OF CARRIAGE SEE OVERLEAF

Printed and sold by  
Fr.G.Knudtzons Bogtrykkeri A/S,55 Toldbodgade,DK-1253  
Copenhagen K,  
Telefax +45 33 93 11 84  
By authority of The Baltic and International Maritime Council  
(BIMCO),Copenhagen.

Freight payable at

Place and date of issue (青岛) 有限公司  
QINGDAO 2021-11-21  
QINGDAO CO.,LTD.  
(1)

Number of original Bs/L  
THREE (3)

Signature  
AS AGENT FOR AND ON BEHALF OF  
THE MASTER LI SONG OF M/V TAC  
IMOLA  
AS AGENT FOR THE CARRIER OF B/L TITLE